

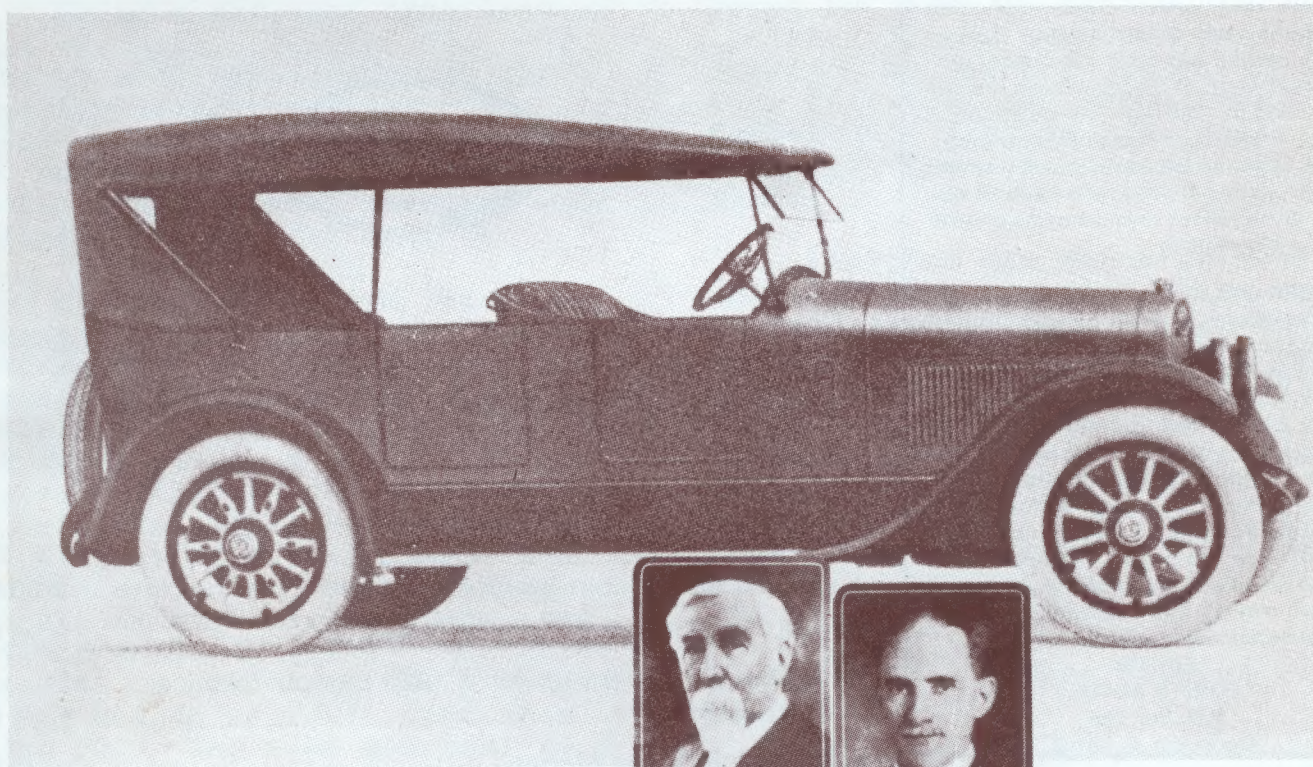
The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.

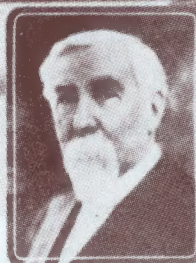


VOLUME 20 NO. 6

NOVEMBER-DECEMBER 1981



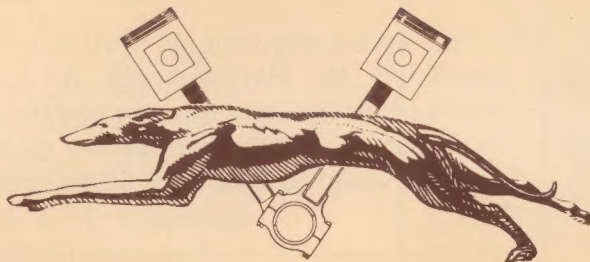
The Seven-Passenger Touring Car



Henry M. Leland
President



Wilfred C. Leland
Vice-Pres. and Gen. Mgr.



The Fork & Blade

(USPS 055-430)
Lincoln Owners' Club Inc.
P.O. BOX 189
Algonquin, Il. 60102

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Ken Pearson

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Vice President Paul Van Stratton
Secretary Glenda Van Stratton
Treasurer Henry Harper

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Club Projects Henry Harper

THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, Il. 60102. Second class postage paid at Algonquin, Il. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

EDITOR
FORK & BLADE
P.O. Box 189
Algonquin, Il. 60102

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August 15 Sept.-Oct. Issue
October 15 Nov.-Dec. Issue

MEMBERSHIP DUES are \$10.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

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Special Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
4. L Lincoln Shop Manual	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.

A

Message from the President

Lincoln Owners Club 1982 is on the upswing! We had excellent attendance at our functions this year, next year will be better.

Being a national club serving just one make, -Lincoln, does not give us much opportunity to get together as club members. Our annual meets have been from PA. to CA. our meets can be wherever a member would request them and will volunteer to put the meet on.

We will have a new (much requested) roster early next year. I would like to see regional Lincoln meets in '82 put on by LOC members in areas where 6-10-20 can get together for a day or two or a regional Lincoln tour overnight? In California they had a meet in '79 with great success, when you get our new roster see how many members in your area and get some Lincoln activity going. Are there Lincolns in your area who's owners do not belong to LOC? Tell them about LOC. Any time you hear of a Lincoln changing owners in your area contact the new owner and tell them about LOC.

The toughest job in any car club is editor. Ken Pearson has done a great job but he needs help. Unless you want more of what has already been written we would all do great service to LOC by writing to Ken and telling of your Lincoln experiences, tell about people that own Lincolns. Ken says if he doesn't get stories or articles from our members for something new, he will write about

some of his other cars - send photos, stories etc. Lets keep the Fork and Blade all Lincoln!

I am very pleased to have the young LOC members become officers in '82. Glenda and Paul Van Stratton are Lincoln enthusiasts. They will host our annual meet in Kalamazoo, Michigan in August '82 watch for the date and plan to be there.

Lincolns are becoming more visable, they are showing up more at car shows. There is new respect for Lincolns, more interest, values are going up. LOC was founded to serve Lincoln owners. Now the time has come for Lincoln owners to serve the club by getting involved - contributing to the Fork and Blade, promoting a regional Lincoln meet, attending our national functions.. LOC needs you in 1982.

Dick Chapman





LOC Annual Business Meeting 1981



LOC Annual Business Meeting was held at Hershey Lodge, Hershey, Pa. Friday evening October 9th 1981. 86 Lincoln enthusiasts enjoyed an hour long "attitude adjustment" cocktail session which was most welcome following two very busy days at the world's largest car flea market. Following a very good dinner LOC President, Dick Chapman called the meeting to order.

A brief review of 1981 activities was made, of particular note was the increase in Lincoln visibility, more Lincolns out, more written about Lincolns, increased participation (not as much as we would like) by our members in LOC activities.

Our treasurer Hank Harper gave his report as follows:

Balance Fwd.	\$4745.54
Receipts	<u>10,005.19</u>
1981	\$14,750.73

Disbursements 1981	<u>12,228.10</u>	
	\$ 2522.63	Balance on Hand

Many car clubs, like our countries' economy, have experienced problems in 1981. LOC has had a very good '81. Our membership is at an all time high, participation in our two major events has also been excellent. LOC is solvent and our product, the great Lincoln automobile is gaining more respect for the fine car it is, with each passing year. Our '81 business meeting was particularly satisfying because we had such a broad mixture of LOC members from 26 States & Canada & Italy, many members of long-standing and new members as well. We were most pleased to have one of our prettiest LOC members, Nadine Rogg with us as well as Classic Car Club National Board member, Art Graver from California. Speaking of California, Tom Powels and Jack Passey,

were there for the twentieth year, which attest to their devotion to LOC & Lincolns.

It was good to have Veniero & Titti Molari from Italy & Mary & John Magill from Canada representing our foreign members. Louise Pearson was thanked for her very fine write up of our annual meet at Indianapolis. Also thanks to Ken Pearson for his Indy Meet photography. Copies of the Indy Meet photos were brought to Hershey by Louise and are available by contacting her at the LOC address.

There being no more old business the meeting was turned over to the nominating committee Ray Henry: who presented the following slate:

President: Dick Chapman
Vice " : Paul Van Stratton
Secretary: Glenda Van Stratton
Treasurer: Hank Harper

Nominations were asked for from the floor, there being none, a motion was made and seconded for a unanimous vote for the slate which carried.

Chapman in accepting LOC presidency for another year said he did so primarily because he saw new excitement, new confidence, new cooperation, new opportunities for LOC to serve our members' interest better in the future.

LOC is most fortunate to have as our new Vice President a young man who has shown his LOC interest by attending our functions in recent years. He has a beautiful '29 L 7 passenger sedan, does his own Lincoln work. A real Lincoln enthusiast, Paul & his wife Glenda (our secretary) live in Kalamazoo, Mich. Paul & Glenda requested LOC have our annual meet in Kalamazoo in 1982. Watch for the date, put it on your calender, make plans to be there.

LOC Dues for 1982 will be \$12.00 a year.
(continued next page)

LOC Meeting 1981

We have had many requests for a LOC Roster. Included in your renewal notice for '82 was a form requesting Roster information. Fill in this information and return with your '82 dues.

Dr. Richard Quick spoke of LOC Club projects, he asked if anyone had any suggestions - there were none. Request was made if anybody has any comments, suggestions, criticism, anything for the good of LOC, there were none.

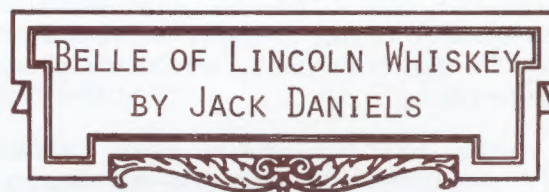
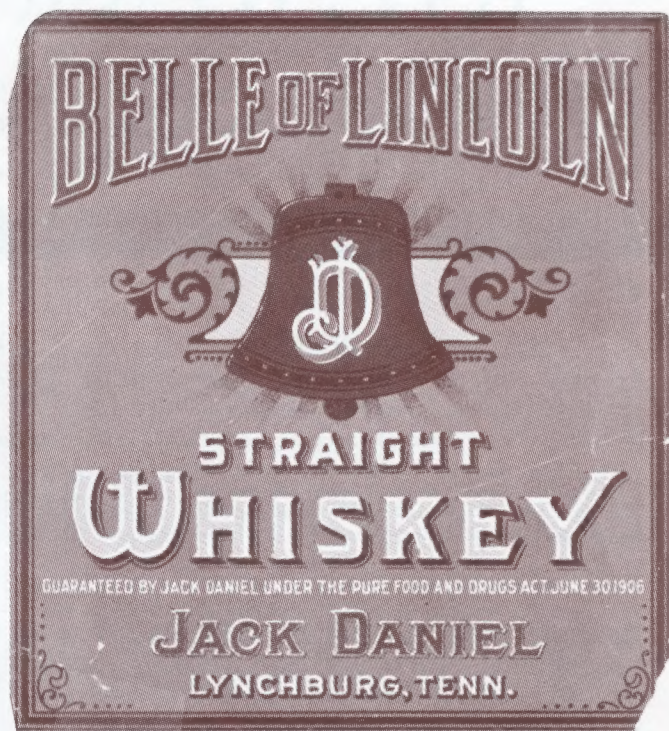
Ken Pearson will continue as Editor/ of the Fork and Blade, however Ken told of great need for articles about you, Your experiences, Your Lincoln.

Bert Fink had taken movies of LOC Indy Meet which he brought to Hershey, he ran these and they were very good, and enjoyed by all. Thank you very much Bert and Al.

At this point the meeting was open to anyone wanting to come up to the mike and state their request for needed Lincoln parts or information. This has proven to be a most helpful and popular part of the annual meeting.

At 10:30 P.M. the meeting was adjourned, however most members stayed till almost midnight exchanging Lincoln stories, information etc. There was much discussion regarding the increase in Lincoln cars, parts and literature at the Hershey Flea Market.

Next years' LOC Annual Business Meeting will be at Hershey, Friday October 8th. Plan now to be there!



YES LINCOLN WHISKEY can be on your bar to impress your friends, particularly those with Packards & Cadillacs. Jack Daniels made "BELLE OF LINCOLN" many years ago. They still have labels and sent several hundred to me. I removed the label from Jack Daniels put on the "BELLE OF LINCOLN" and proudly serve Lincoln booze on our bar to our friends. If you would like BELLE OF LINCOLN label send name, address and a 20¢ stamp (stamp only) to Dick Chapman 3427 E 56 St, Indianapolis, Indiana 46220





Editor's Notes



In this issue, we are presenting pages from the very first issue of the Fork and Blade, dated May 1959. Many of you will be interested in the prices quoted on the "Trading Post" page, as well as the history of the founding of the Lincoln Owners' Club, its first members and first "get-together".

The 1982 membership dues and response to our request for Roster information is going great. If you have not already sent in your Roster form we encourage you to do so that we can compile and up-date the LOC Roster for 1982.

It has been suggested that we have a "Members Hints and Tips" column in the Fork and Blade. This is an excellent idea and since we need your help with all stories and articles in the Fork and Blade we also encourage your sending along any hints and tips you may wish to share with other reader-members, to help in restoration, mechanical or historical.

As Editor I have been asked to tell readers the outcome of Jerry Nau's car problem at Indianapolis. He says, "When I took the carb. off and checked I found a screw plug in a drilled passage just behind the float chamber that was completely loose. After the passage was drilled at the factory the drilled opening was threaded and plugged. It was apparently not put in tight when it was overhauled. So many of you wanted me to let them know what I found out so I am asking that it be put in the Fork and Blade."

Worthy of Note:

'28 - '30 Head Gaskets will work on '21 - '27 cars with some alteration.



FROM ENGLAND we have the following item for our "Hints and Tips" column:

1) Recently I fixed a constantly leaking water pump by replacing original string packing with four (4) synthetic oil seals 19 x 30 x 8. Now it doesn't leak and what's more, modification is invisible.
(N.B. Shaft is stainless steel)

2) Can anyone suggest cure for constant vapor lock in carburetor?
-(29L) (Reply can be made through your Fork & Blade "Hints & Tips" Column)

The Fork and Blade needs your stories and the pictures of your Lincolns. Please share with us the accomplishment of restoration, the sought-after and finally purchased car, the reminiscences these old Lincolns inspire and whatever else you have to offer.

Ken Pearson, EDITOR**

TOO LATE TO CLASSIFY:::~::~:

Lincoln perfect repro parts for sale:
Oil pan drain plug \$12. Oil pan cork floats 6. Water pump nut bushing 15. Water pump drain plug 23. Valve cover gaskets 10. pr. Precision cigar lighter phonies 10. ea. Grille medallion chrome mount ring 17. Bumper center bolt long double spikes, chrome 24. ea. Head-stud corrosion cutter for removal of alum. heads 20. '35-40 perfect mint repro medallions 35. ea. Running board flashing felt 10. pr. '35-40 greyhound w/ base, chrome, 250. Nobody's repro comes close to this in detail or quality. Full money back guarantee if not satisfied. Manuals: L instr book 25. '31 instr. book 25. '32 8 cyl. 25., '32 KB 30. '34-40 K 25. State year. H. Kaphingst, 5825 Tower Dr., Woodbury, Minn. 55125
Tel. 612-459-1264.

The FORK and BLADE

J. MILES O'BRIEN, *Editor*
735 Clinton Ave., Bridgeport, Conn.

D. W. PRICE, JR., *Associate Editor*
2312 Titus Ave., Rochester, N. Y.

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

VOL. I, NO. 1

MAY, 1959

The Fork & Blade is published by the Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The editors are listed above and articles and opinions published do not necessarily represent the opinions of the editors. Every attempt is made to publish only accurate and beneficial information to club members. However, no responsibility is assumed by the editors or the club from any damages incurred or losses sustained as a result of this information.

Greetings to all members of the Lincoln Owners' Club. Of interest at this time might be a brief history of the founding of the club. Some four years ago I was corresponding with Grif Borgeson concerning the need for an overdrive unit in the K series Lincolns. During the course of our correspondence I suggested that he collaborate with me in starting a Lincoln Club. While he readily admitted the need for such a club, his schedule did not permit participation. Nevertheless, the idea was persistent with me and several names had been supplied to me of various Lincoln owners throughout the country whose help might be solicited. Correspondence was initiated and the response was most heartening. Many letters were received from various people in all parts of the country. The response was so keen that I decided to go ahead with the project. I had written to Tony Heinsbergen and on his Eastern visit last spring, he visited with me and we discussed the formation of the club at length. For the past ten years I had been showing a 1924 Judkins Coupe which had phenomenal success in gathering in various types of prizes. In my early days of showing the car I was most impressed with the fact of how few Lincolns were being shown and what an impression the car made on those people unfamiliar with the Marque. Frequently I was told by the judges that they had never seen a fine classic Lincoln previously. Gradually this situation has changed until the cars have taken their rightful place in American automotive history. Nevertheless the idea of a Lincoln Club seemed still to offer the devotees of this Marque the best means of fostering and keeping the Lincoln tradition alive.

A decision was therefore made to limit the club to the end of the K series, not including the Zephyr or Continental models. Since a Continental Club had been formed and since the Zephyr cannot be included as a classic, the limitation seemed appropriate. Organization proceeded along familiar lines. The necessity of having a working order in the club required the dispersal of information through

regular bulletins. Membership has increased to the hundred mark and interest continues unabated. In January we had our first formal meeting with the establishment of officers and an outline of the club regulations. Incorporation has been enacted and a yearly program established. The following named officers have been elected temporarily:

J. Miles O'Brien,
President.
Ralph Tanner,
Vice President.

Jonathan Adams,
Secretary.
Walter Hadley,
Treasurer.

This past winter I visited with Ralph Thomas of Hemet, California. He has an unbelievable collection of Lincolns covering nearly all types and models. I have never seen a more interesting group of automobiles of the Lincoln variety. In addition Ralph has a four-cylinder and a six-cylinder Lincoln. I must apologize for not making ample photographs of this collection, but as I intend to visit Ralph again, my next visit will be the subject of a complete article on his cars.

Also our files reveal that Jack Passey in San Jose, California, has a fabulous collection of Lincolns. I am looking forward to visiting with Jack, and will report accordingly when I do.

I had dinner with Tony Heinsbergen in his enviable Hollywood penthouse, and spent a delightful afternoon inspecting his cars. He has a Locke 1928 roadster that is really magnificently restored.

I would be most appreciative for all information whatsoever that could be sent to me concerning Lincoln. As you know, the club has originated an archives and naturally the more information we obtain the more complete will be the archives. Items pertaining to the history, the development, and any other information about the automobile are needed.

It will also be necessary to obtain complete serial numbers including both body and engine of all cars registered in the club. Photographs of your autos will also be appreciated.

Bill Price is getting shop manuals for both the K and the KB. These should be ready shortly and will be made available to all club members. Art Stout has kindly lent the club a parts catalogue which will be most valuable especially in classifying body parts. As you know probably the most difficult parts to obtain for the Lincolns are body parts. Such items as fenders, running boards, headlamps and parts of this nature are very hard to come by, either in new or repairable condition. Later on I am sure the Trading Post will offer much needed help to the members either for obtaining or trading various needed Lincoln items. Already Bill Price has set up this publication as a most helpful and significant offering to club members. Remember therefore, whatever help you can offer Bill, send it along. Any Lincolns you might obtain leads on will be subject to purchase by the club membership, so send the news to Bill as soon as possible.

Leroy Bell of 8 Kenyon Avenue, Wakefield, Rhode Island, has offered replacement mounts for the throttle, spark and light controls on the 1931 cars. Contact Leroy for price and specifications. He is casting the housings in bronze, I believe, which should be a welcome replacement for the pot metal collars used.

Louis Gravel of Quebec has sent along a detailed report of the overhaul of a K engine. It will be published in a later edition and will be of great interest to all K owners.

Walter Hadley of both Connecticut and Bermuda has sent in some timely information on total Lincoln production which will be the subject of an article in the next issue of the Fork and Blade.

Our English correspondent, Peter Moore of Wembley Park, Middlesex, reports the following Lincolns still extant in England:

"My car is a 1929 Dual Cowl Phaeton with left hand drive. It would appear to have been imported by a wealthy English foundry owner without coming through a Concessionaire. It is all original with 60,000 plus on the clock. It has a later type front bumper for some reason. Picture enclosed. Chassis no. 58293.

Quoting Ford Archives on the car:—'... Type 163-B... with a body by Locke... a total of 175 of this type were built... originally painted Athenian Green... shipped to Buffalo, N. Y. May 1929.' (It is now painted black.)

For your amusement, I will tell you about the following Classic Lincolns with English homes (or resting places!)

47480 Type 151 Roadster. Locke. 1927. Right hand drive. Bought by myself for restoration, but condemned and sacrificed for spares pool. I have 99% of all useful parts from this breaking down.

56063 Type 168-B Limousine. Lincoln body. 1929. Right hand drive. Offered to myself, but refused. Therefore broken down whereupon I purchased some interesting parts.

29427 Type ? Saloon. Galle (French). 1926 (?). Right hand drive. If offered for sale, I have first refusal, but owned at present by garage and used occasionally as tow wagon. Has chopped back with crane. Completely unrestorable from my point of view.

49090 Type ? Saloon. Probably Lincoln body. 1927-8. Right hand drive. Lies in specialized breaker's yard. I have made offer but not yet accepted. Was a tow wagon conversion. Terrible state, and completely unrestorable from anybody's point of view!

The K situation is less patent to me. I know of one immaculate late thirties car, which is not for sale. I have seen a 1934 or so in fair condition. Another late thirties in immaculate shape... and a drop head coupe in pleasant condition. This car has been subsequently offered with two cracked cylinder heads. At least I presume it to be the same



Two pictures taken by Bill Price at the January meeting of the club. Scene was the Brooklawn Country Club, Bridgeport, Connecticut.



car. The others were all closed, but it is not known whether they were limousines or saloons.

This is the complete Lincoln picture as I see it. Other cars have been rumored of both K and L types, but I discount rumors. I have an engine from an L which came with the roadster, an early 36 H.P. unit, but I do not know what car it came from. I believe this may have been the original unit for that car, because the car had a 39.2 unit installed which may be too late for that 1927 model? In which case the 39.2 is the orphan unit.

Sincerely,

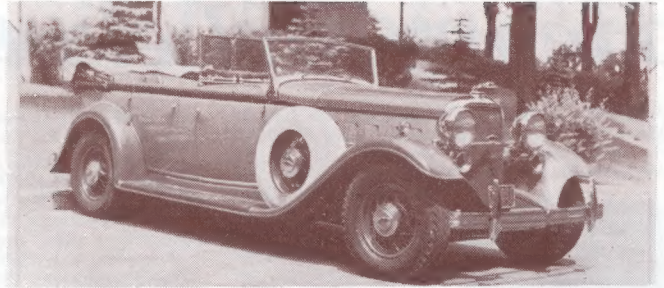
PETER B. MOORE"

Important

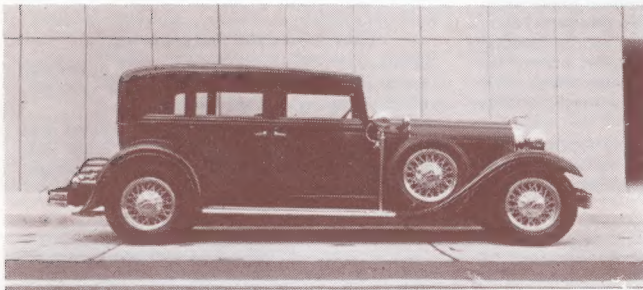
Don't forget the first meet June 13th. Bridgeport, Connecticut Naval Reserve Training Center.



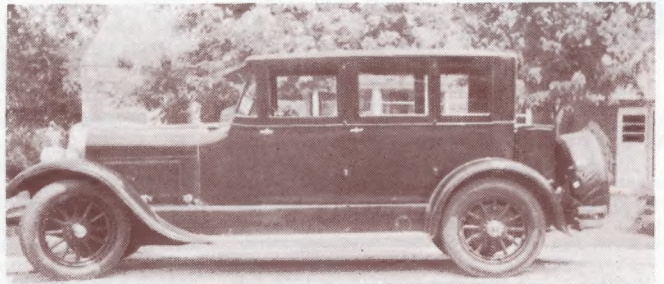
The oldest car in the club as presently listed is the 1921 2 door coupe of Tom Powels. This car is on the 130" wheelbase and is in fine condition other than a paint job. Mileage is listed as only 17,000. which makes it quite a machine.



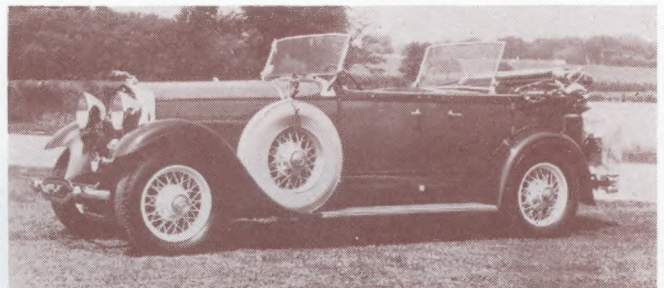
This is the KB touring 1932 of Louis Gravel of Westmount, Quebec. It is no 730 KB.



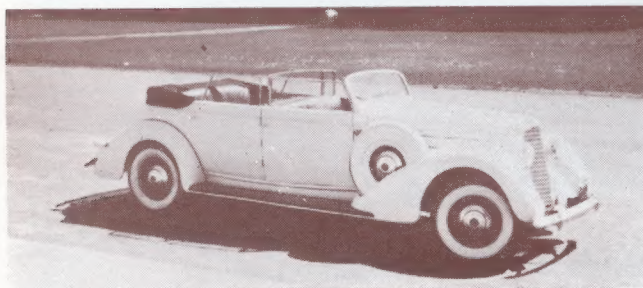
This is a 1931 sedan belonging to Scott Newhall of San Francisco. The proportions and design of this car leave little to be desired. This is one of the most graceful Lincolns ever manufactured.



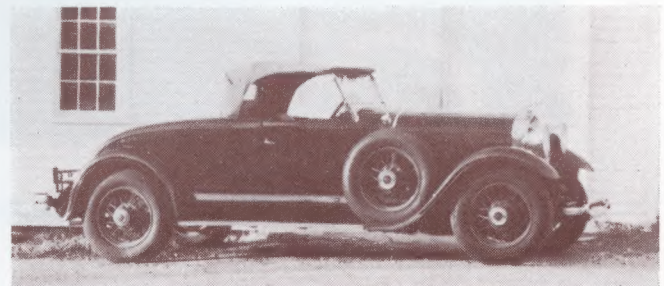
This is a 1925 four door factory sedan owned by H. I. Miller, of Xenia, Illinois. Car is in fine shape as can be seen.



This is Dick Leisers 1929 dual cowl which speaks for itself.



This is a 1936 LeBaron convertible sedan on the 145" wheelbase. Its proud owner is Don Marmaduke, of Denver, Colorado. This car represents the middle phase of the K series.



This is Walter Hadley's roadster which is a very rare car. There are but few real Lincoln roadsters in existence.

Henry M. Leland's own Story of

After the armistice was signed and the Lincoln Motor Co. was completing its contracts with the government for the production of Liberty Aircraft Motors, we called a conference of our engineering force.



Henry M. Leland
President

We have always been strong advocates of the conference idea. Nothing of vital importance, particularly to car owners, is left to the judgment of one man, no matter how competent he may be.

"Boys," I said—I still call them boys because most of them were not much more than that when they first came with us some 20 years or more ago. "Boys, you have been telling us of your ideas and we are ready for you to go ahead with them.

"You know our ideas as to quality, ruggedness and stability. You have an opportunity now such as you have never had before, to make a thoroughly roadable car, a car that will not only go anywhere but that will go there with ease to the driver and with comfort to the passengers; a car with which it will not be so necessary to pick out only the good roads, a car that will enable people to travel unfrequented highways and to go places they have not been able comfortably to go heretofore.

"Do the job as you have always been accustomed to doing, only do it better. After the experimental cars are finished, we want to figure

on at least a year to prove them out, so as to leave no shortcoming for the car owner to discover."

In about six months they had designed several different types and had actually constructed two different types. They were both truly wonderful cars, but we adopted the better of the two. Four engines were built; three of them were installed in chassis and the fourth was assigned for testing on the dynamometer. That was about a year ago.

Then followed the refining process and ferretting out deficiencies. The cars have been subjected to the most severe and the most practical punishment we could prescribe and have successfully withstood endurance tests equal to about five years' service in the hands of the average user.

I believe motorists will agree that the ideal car should possess, primarily, six important virtues—good appearance, trustworthiness, long life, power, economy and comfort. The order of their importance is largely a matter of individual opinion.

Appearance and Stability

In appearance, the cars are substantial, well-proportioned and graceful. There is nothing extreme or overdone in any of the eight body types—just thoroughly dignified; they are cars such as the best citizens, persons of good judgment and refined taste, will be proud to own. Their beauty is a type dictated, not by passing fancy but by a desire for permanent attractiveness. The cars are replete with those many little conveniences which contribute so much to real pleasure and enjoyment.

Some twenty years ago we had an organization that built during the few following years about 20,000 motors. Some of these are on the

road today and many of them are still doing duty in stationary power work.

The principal members of that early organization are with us now. They are working upon the same principles that make for trustworthiness and endurance—plus many things in the way of greater precision in manufacture and more suitable metal alloys which have been developed since then.

This in itself would make it reasonable to expect that the new car will possess elements of marked stability—elements which in themselves mean true economy over a period of years. And there is the added assurance that comes from the long proving-out period through which the car has been evolved.

The Engine

Our new engine, which embodies a number of unique and distinctive features but which cannot well be treated in detail here, I regard as the most efficient piece of motor car mechanism I have ever seen.

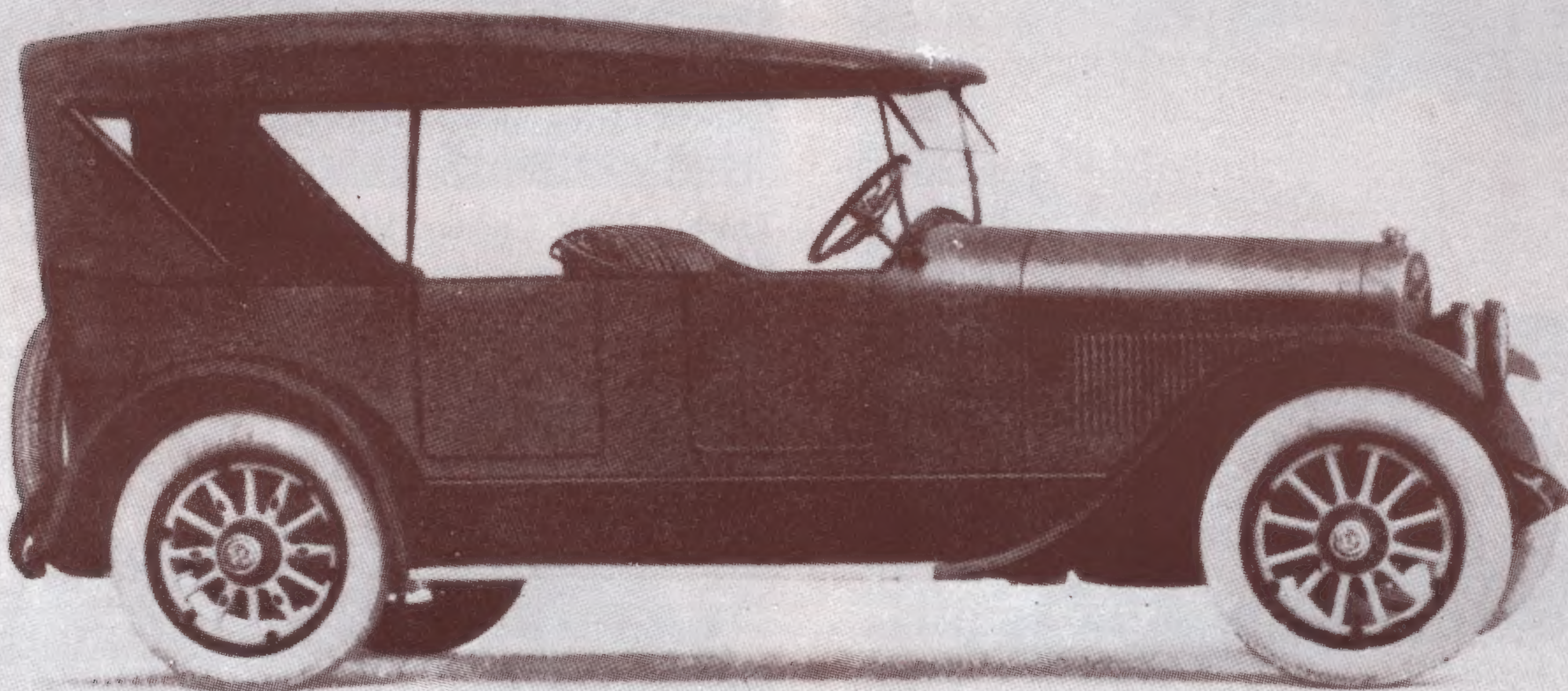
Its piston displacement is 357.8 cubic inches. Its power seems almost limitless; I can hardly conceive of any call to which this engine will not respond.

The wheelbase is 130" except of the Limousine and Town Cars of which it is 136". The tires are 33" x 5" cords.

Comfort and Performance

In this day of fine cars, it is not easy to imagine a more enchanting way of abridging distance, but let me cite my own experience:

Our engineers and experimental drivers had been telling us what an unusual car they had; but frankly, I was a little inclined to discount their enthusiasm.



The Seven-Passenger Touring Car

(Leland-built Lincoln Cars will

the new Leland-built Lincoln Car

However, I had occasion to go to Defiance, Ohio, some 125 miles from Detroit—according to the Blue Book. I thought here would be a good opportunity to see for myself just what the car was. There were five of us. The top was up.

We were on a fine stretch with no other vehicles or cross-roads in sight, bowling along serenely at about 40 miles per hour—so I judged.

I am constitutionally opposed to speeding, but my interest and curiosity, I suppose it was, got the better of me.

"Step on it and let's see what she can do," I said to Harry, the driver.

"She's doing her best now," he answered.

Doing her best at 40! I was keenly disappointed. My hopes were fast fading when Fred, who sat beside the driver, called back:

"Why, she's hitting 76, Mr. Leland," and, laughingly, "You know this isn't an airplane with a Lincoln Liberty Motor."

Perhaps I should have known better had I observed how swiftly the scenery was passing.

My hopes rose. There that car was running just as sweetly and with as little fuss and vibration and with as little apparent effort at 76 as it did at 30—and there was none you could notice at 30.

Periodic vibration, which is something that engineers have tried for years to overcome, was at last absolutely unapparent to me, at any speed. There seemed to be an unusual harmonizing of the various functions. And the car was so steady; it seemed to hold the road as if it were in a groove.

I might add in passing that this elimination of the vibration period was not an accidental accomplishment. On the contrary, it was achieved

only after much research, experimentation and money outlay.

Elimination of engine vibration, practically to the zero point, is without question a great stride toward prolonging the life, not only of the engine itself but of the entire car.

As I said before, I am opposed to speeding; but when a car is made to possess the many other essentials to a real performer—power, acceleration, facile control, etc.—speed is a natural consequence. You might call it a by-product, the use of which is entirely at the option of the driver.

A little further on the trip we came to another stretch; it was pretty rough; several miles of what you might call de-macadamized road. It was a stretch that ordinarily you would not want to take faster than at about 15 miles per hour; but at 41 we were not uncomfortable. The sensation was more like sailing in a yacht as compared to a canoe on a choppy surface.

There was a most agreeable absence of side-sway and violent bouncing—no tendency to throw the passengers up and about.

From a standstill, the car seemed to get away with the grace and ease but with the swiftness of a thrush rather than with the flutter of a partridge.

I believe I have ridden in or on almost every kind of conveyance, from the ox-cart to the airplane, but even with all my fond hopes and anticipations never did I expect to ride in anything which comes so near to what I imagine would be the sensation of flying through space without mechanical means.

The prices are based upon the highest class of materials and workmanship, and upon scientific and economical manufacturing methods, made

possible by tremendous preparation in labor-saving machinery, tools and devices—plus knowing how to use them.

While these involve a vast initial expenditure of time and capital, they lend themselves to minimum production cost in large volume. There will be a legitimate margin of profit—no more. There will be nothing added just because we anticipate that motor-dom will recognize a superior car, nor because we anticipate that the car will afford a degree of satisfaction and comfort heretofore unknown.

We are obliged to send this story to the publishers some weeks in advance of its appearance. It is expected that cars will be in the hands of Distributors by the date of this publication. Should something unavoidable occur, there may be a little delay in deliveries, but we can foresee nothing now.

I have tried not to be over-enthusiastic, but the car *really is* such an innovation that it is not easy to exercise restraint, and I feel confident that your own observations of the car and its performance will abundantly confirm my own impressions.

Henry M. Leland
President Lincoln Motor Co.
Detroit, Mich.



Wilfred C. Leland
Vice-Pres. and Gen. Mgr.



be available in eight body types)

The Five-Passenger Sedan

Henry Leland designed a V-8 motor in 1916 for the Cadillac car. This engine had the blocks set at an included angle of 90° . Consequently, the crank throws were at 90° intervals since the engine fires four times with each revolution. Due to the included angle of the blocks and the spacing of the crank throws, the engine was subject to much vibration of the crank shaft. The torsional effect of the block angle and crank throws became a major problem in the design of this type of engine. Accordingly therefore when Leland designed the Lincoln engine, the block angle was changed to 60° and the firing interval became 60° , not 90° . The net effect of this change was an almost complete lack of torsional vibration despite the fact that the crank shaft itself was without counter weights. One of the major engineering highpoints of this engine was the strength, rigidity, and lack of torsion of the crank. Of some interest, therefore, is the timing of this engine due to the 60° firing interval. Reproduced (from the Lincoln Service Book pps. 75-79) therefore, below is the method of timing in order that proper synchronization may be effected.

Firing Order

The Lincoln engine does not fire at equal intervals, as is customary in the conventional 8 cylinder 90° V Type engine, which fires 4 times each revolution and at 90° intervals. On the Lincoln, due to the 60° angle of the blocks, the firing interval, instead of being 90° , is 60° - 120° - 60° - 120° . This unequal interval between explosions is one of the points of superiority of the engine as it results in a vast reduction of rhythmic vibration.

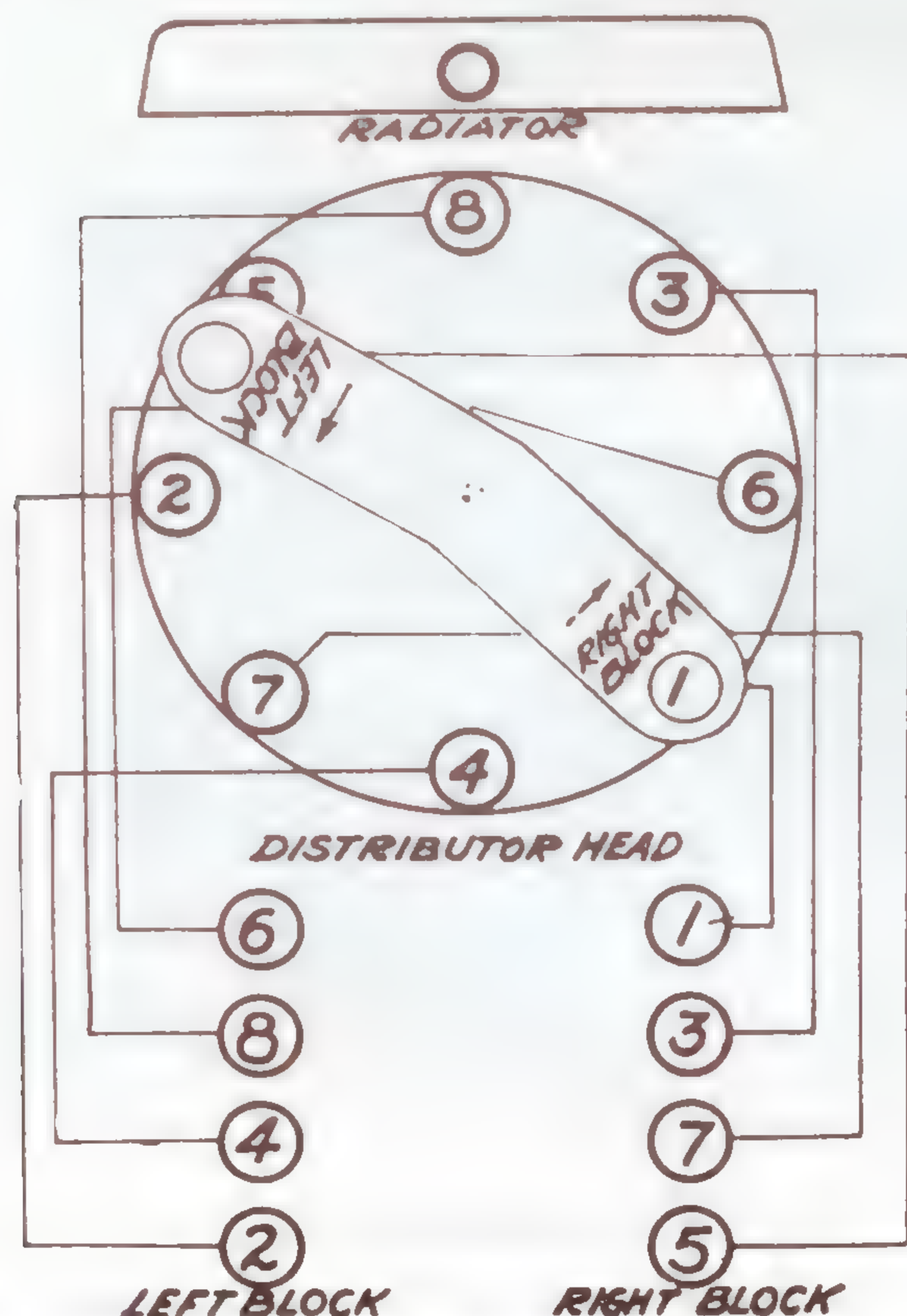


Fig. 122

The timing of the engine is graphically illustrated in Figs. 122 and 123. The offset arm represents the distributor rotor which carries the two contact brushes for the right and left blocks. The large circle represents the distributor head with the contacts for the different cylinders. The two vertical banks of circles are the cylinders and are numbered in the order of firing, 1-2-3-4-5-6-7-8. As the arm is revolved, note the difference in travel between the firing of cyl. 1 and 2 and cyl. 2 and 3.

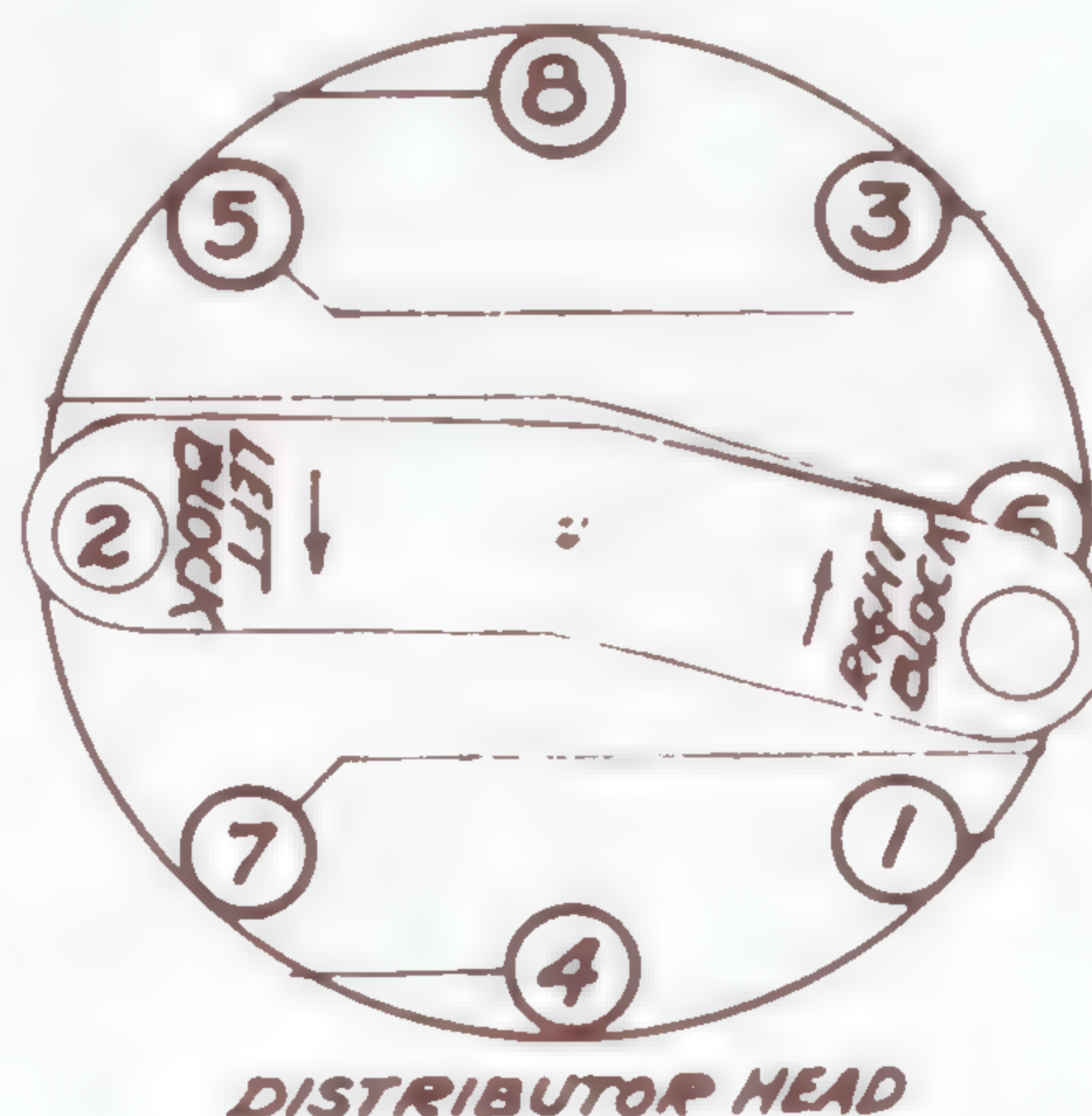


Fig. 123

A working model cut from cardboard with the assistance of the illustrations may be easily constructed and will greatly assist in understanding how the unequal firing interval is obtained.

Spark Timing

The most simple and accurate method of checking timing is as follows: Remove floor boards and plate over clutch housing. Remove distributor head and rotor. Inspect breaker points and if necessary dress them down to a smooth surface, using an oilstone, as these points cannot be filed. If an oilstone $\frac{1}{16}$ " thick can be procured the points can be dressed down without removing them. Adjust both breakers so that a .020 feeler gauge will just pass through at the widest opening when the breaker is on the highest point of the cam. Both breaker points should be as near the same gap as possible.

Never attempt to check timing without first cleaning and adjusting breaker points as mentioned above. Open all pet cocks, and crank engine until No. 1 cylinder is on compression and piston is nearly at top center.

First Design Markings See Fig. 124

Look at the markings on clutch ring; "1 and 5" should be nearing pointer. Have motor cranked slowly until mark "RET," which is $\frac{5}{8}$ " from Nos. 1 and 5, is about two inches from the pointer. Retard spark lever all the way. Place small piece of paper between left breaker points. (Left or right side is always determined from driver's seat.) Turn on ignition switch and watch ammeter closely as it will show approximately 8-10 amperes discharge. Have engine cranked very slowly by tapping crank handle so that flywheel moves only a fraction of an inch at a time. The instant right breaker points separate the ammeter hand will show 5-6 amperes

discharge. If "RET" mark is within $\frac{1}{8}$ " of pointer the spark setting is correct. If the "RET" mark is found to be past the pointer more than $\frac{1}{8}$ " the spark is late.



Fig. 124

Second Design Markings
See Fig. 125

Look at the markings on the clutch ring (see Fig. 125). "DC. 1 and 5" should be nearing the pointer. Have engine cranked slowly until mark "R1"—which is $\frac{3}{8}$ " from "DC. 1 and 5"—is within two

inches of the pointer. Place a small piece of paper between the left breaker points. (Left or right side is always determined from driver's seat.) Turn the ignition switch on and watch the ammeter closely. It will show approximately 8-10 amperes discharge. Have engine cranked very slowly by bumping the crank handle so that the flywheel moves only a fraction of an inch at a time. The instant the right breaker points separate, the ammeter hand will show less discharge. If the "R1" mark is within $\frac{1}{8}$ " of pointer the spark setting is correct. If the "R1" mark is found to be past the pointer more than $\frac{1}{8}$ ", the spark is late.

This can be corrected by loosening screw in center of distributor cam and moving cam slightly in an anti-clockwise direction. Then crank engine until No. 1 piston is on compression again and check timing again as outlined above. If spark is timed too early, distributor cam should be moved slightly in clockwise direction. It may be necessary to check timing two or three times before obtaining the correct setting. The screw in distributor cam should not be pulled down too tightly as it is liable to pull out of locking wedge and cam could not be moved again without considerable trouble.

(This article will be completed in the next issue with a discussion of Synchronization and a Modern Method of Timing.)

LINCOLN LIBRARY

May 1959

A report from member Kenneth Minier of Woodland, California indicates a book called "FAMOUS OLD CARS" by Hank Wieand Bowman published by Arco Publishing Co., Inc., of 480 Lexington Avenue, New York 17, at a cost of \$2.00 has a very good section on the Lincoln with much information and many pictures as well.

For those of you who have sedans with leather tops, the topping as originally used is available from Miami Rubber Company, 1022 Kenner Street, Cincinnati 14, Ohio.

If you are having bearing trouble, we suggest you write to the Johnson Bronze Company, New Castle, Penna., and explain your problem. They may be in a position to help you.

ADJUSTING STROMBERG EE CARBURETORS

The operation and adjustment of these carburetors are made by two barrels and two idling adjustment screws. When adjusting the idle adjustment screws, turn the screw for one barrel until the cylinders it feeds run smoothly before adjusting the other. Both screws should be the same number of turns out from their closed position. If a satisfactory adjustment cannot be obtained, remove the idle jet, main fuel supply jet, and the power jet as well as the check valve, and clean all the passages with compressed air. Dirt in these orifices restricts the flow of gasoline, resulting in a lean mixture.

There are two adjustments for the accelerating pump. In summer when a small charge is required, the rod should be in the hole marked S, and in the winter when a larger charge is required, the rod should be in the hole marked W.

Turning the idle adjusting screw out, counter-clockwise, gives a richer mixture and turning it in, clockwise, gives it a leaner mixture. The engine should be set at a speed equivalent to 5 to 7 mph for adjusting the idle adjusting screw. After the idle mixture is adjusted for this throttle opening it may be necessary to cut down the engine idling speed slightly.

The accelerating pump is connected to the throttle and delivers a charge as soon as the throttle is opened. The charge is metered and delivered over a definite period of time. When the throttle is opened part way, only a small amount of fuel is discharged. However, when the throttle is held fully open, fuel flows steadily through the pump jet giving the richer mixture that is needed for maximum power. The charge delivered by the pump can be adjusted by moving the pump link to various holes in the pump lever.

The fuel level should be set at the distance shown on the specification table below the surface of the float bowl with the engine idling. It is not necessary to reset the float unless it has been tampered with or the carburetor has been roughly handled. If so it can be reset by bending the float lever where it meets the float. A gauge is available for checking this distance without removing the float bowl cover. If a gauge is not available, remove the carburetor float bowl cover. The level of the fuel in the bowl should be checked with a scale being careful not to touch the float. The scale should be held at an angle with the lower edge approximately $\frac{1}{8}$ " away from the side of the float chamber to avoid an incorrect reading due to capillary attraction of the gasoline.

If the engine runs rich at all speeds, it is possibly due to a leaky float. Such a float can be determined by removing it from the bowl and shaking it near the ear. Flooding of the carburetor is caused by a jammed float or valve mechanism, or it may be due to dirt on the valve seat. The valve may be removed by unscrewing the fuel line and then removing the seat which is screwed into the carburetor bowl. The float needle must be assembled in

In the next issue of Lincoln Library, we will devote a section to answers of common questions asked about Lincolns. If you have a specific problem, or need advice, parts or other information, send your inquiry on a postal card to D. W. Price, Jr., 2312 Titus Avenue, Rochester 22, New York. All inquiries will receive careful consideration.

As shown on the final page of
First issue of the Fork & Blade
May 1959

TRADING POST

FOR SALE

1937 Lincoln Model K Willoughby limo. Beautiful and completely renewed. New parts, tires, etc. Any reasonable offer. E. P. ELMORE, ONEONTA, NEW YORK.

Fluid for gasoline gauges—1930 era. \$1.50 postpaid. JAMES B. STEINER, STEINER BLDG., LIMA, OHIO.

LINCOLN K 7 pass. sedan serial #9357. Contact LESTER B. SWINNERTON, MEREDITH, NEW HAMPSHIRE.

Complete restoration of LINCOLNS everything from a tune up to a complete overhaul. Body restoration by Lincoln experts. Write to ROBERT STEFFENSON, 390 FROST AVENUE, ROCHESTER, NEW YORK.

1934 Lincoln KA 4 dr. sedan sidemounts, excellent 9 tires. \$950. ERNEST WILCOX, 1304 VIRGINIA WAY, LaJOLLA, CALIF.

1931 Lincoln 6 wheel LeBaron Conv. coupe V-8 wire wheels, restored, \$1,500. R. HUNT, 2795 DOYNE RD., PASADENA, CALIF. Phone SYcamore 7-8361.

Model L Parts—20" wire wheel \$20, One pair 1930 headlights \$35, One pair 1930 cowl lights \$15, Complete distributor unit \$25, 2 new dist. caps \$12 ea., Complete water pump unit \$25, vacuum tank \$10, 2 tie rod ends \$7.50 ea., 1 pitman arm \$4.50, Complete Stromberg carburetor \$20, one fan \$5, 1 Generator starter unit \$35, 6 brakeshoes, 2 complete wheel sets \$6 set, 2 spring shackle bolts \$2 ea., 1 bronze trans speedometer pickup unit \$5, 1 front wheel inner and outer bearing \$3 ea., 2 chrome crank hole covers, \$2.50 ea., 1 trans cover with brake and gear shift \$15, 2 front bumpers, need rechrome \$15 ea., 1 air pump off trans \$15, One pair 1925 drum headlights, tilting reflectors, mounting bars complete, need repair but are solid and complete, \$20. CLEM E. KORNOFF, ONE WAY STREET, WOOD-RIDGE, NEW JERSEY.

Remember, if you have parts, cars or literature for sale, swap, or wanted, put them on a postcard and send them to D. W. Price, Jr., 2312 Titus Avenue, Rochester 22, New York. They will be listed in the May issue of the Trading Post.

LEADS

If you'd like to import a right hand drive Lincoln from England, we suggest you contact the following, giving him a complete description of the type of car you want. ERIC PYBUS PATTISON, c/o BUSINESS REPRESENTATIVE (LONDON) LTD, 19, Hanover Square, London W1 England.

the carburetor with one corner of the triangle down. If the above adjustments fail to make the engine operate smoothly, the jets should be removed and blown out with air. Always blow through the bottom end of the jet.

If when servicing the carburetor the main discharge jet is removed its lead gasket must be replaced by a new one to assure a good seal when the jet is reassembled.

WANTED

For 1933 KA 136" Conv. Coupe, Complete light switch mechanism and cover at lower end of steering column. Four RED enamel hub cap emblems, have **three** blue ones to trade. Light switch cup and light switch lever. Pull-out cigarette lighter. One pair of bumper guards for front bumper. One pair of headlight lens, Rear view mirror that fastens to flat surface of body, 700 x 18 wheel covers. SAMUEL J. HAIGHT, 2213 ELMWOOD ROAD, PERU, ILLINOIS.

Cast Iron Heads for 1933 KA Lincoln. Head Light Lens for 1937-40 Model K. Horn, Head Lite and throttle controls for 1933 KA Lincoln. R. A. CARDWELL, 47 ST. PAUL PLACE, HEMPSTEAD, NEW YORK.

Original 1937 greyhound mascot for 1937 Lincoln. RALPH TANNER, 235 MIDLAND AVENUE, MONTCLAIR, NEW JERSEY.

For 1929 LINCOLN: Greyhound mascot, Distributor cap and points, Six 7:00 x 20 Tires. JONATHAN ADAMS, 18 DUBOIS ST., DARIEN, CONN.

For 1929 LINCOLN Conv. Coupe: Manual, complete gasket set, muffler, tailpipe, steel discs on water pump drive shaft. Rotor, Distributor cap. DONALD E. DAVIS, 2653 SOUTH SEVENTH, SPRINGFIELD, ILLINOIS.

For 1930 L V-8 Sedan: Thermostat to operate radiator shutters automatically. Fuel gauge with copper line. Water temperature gauge with water header insert. Handy lamp that was originally on car. Cigarette lighter for right rear ash tray. Rear Rack and bumper to correspond. Shade for left foremost window in back. Curtains for all the windows originally on car. KENNETH L. MINIER, 413 ELLIOT ST., APT. 12, WOODLAND, CALIFORNIA.

For 1936 K 145" W.B. Brougham: Oil Cooler, Tail light lens, running board trim strips, side trim strip for right hand running board, license light lens, brake and clutch pedal pads, accelerator pedal, small bolts for top of hinges, right rear fender, speedometer head, Owners manual, shop manual, sales folder. ROBERT C. MELLIN, R.R. #2, RICHMOND, MICHIGAN.

Red and Blue hubcap emblems for 1931 L and 1933 K Lincolns. Right side of windshield frame chrome, for 1933 Dietrich conv. sedan, D. W. PRICE, JR., 2312 TITUS AVENUE, ROCHESTER 22, NEW YORK.

The Market Place

1981 ADS



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the LOC.

FOR SALE

1933 KA & 1934-39 K Lincoln V-12 Headgaskets N.O.S. Price \$84.95 pair
Postage included. Personal checks welcome. Michael Lynch,
18 Hastings Ave., Toronto, Ontario Canada M4L-2L2.

1927 L Frame, bare, except for a 1930 L conversion "steering vibration damper" riveted onto the left front of frame. One front L axle assy., pre 1927 complete and perfect. One pre-1927 rear L axle assy., complete and good shape with brakes. Two complete L front wooden wheels, 700 x 21". Perfect hubcaps, split rims and lugs. \$115.00 each. Two rear L wood wheels, 700 x 21" complete with new cast iron brake drums, perfect hubcaps, split rims and lugs. \$180.00 each, complete, (no tires or tubes). Steve Lehto, 857 Sydnor Dr. Campbell, Calif. 95008 (408) 371-5392 evenings or morning.

1935 K Judkins Berline, some parts missing. Needs complete restoration. Rough condition. K Town Sedan, original and complete. Needs complete restoration. Rough condition. Both valued at above \$20,000.00. Will sacrifice for \$9,980.00 or trade for a fair to good '32 to '36 Packard or other comparable classic car. Contact: Ed Baker, 535 No. Euclid Ave., Upland, Calif. 91786 (714) 982-6184.

1934 Lincoln Murray V-12 sedan, Sidemounts, wirewheels, trunkrack, trunk. Also has the rare factory free-wheeling unit and factory power brakes. Wonderful tour car with lots of power and comfort. A sharp classic Lincoln to enjoy as is or a quick and easy high point restoration. Price \$14,500. Phone calls preferred. Harrison P. Bridge, 40 Yarmouth Road, Chestnut Hill, Mass. 02167. Tel: 617-277-2288 or 617-428-6600

1929 L 4 Door - 7 passenger Lincoln Touring Lock Body for sale.
Mrs. Burman G. Copher, 2929 Catalpa Dr., Dayton, Ohio 45406

Market Place

1981

FOR SALE

Lincoln Chassis parts catalogue. Now available in limited supply. Covers all models 1931 thru 1937, but also applies to 1938-39-40. A masterful reproduction of a rare factory original, over 60 illustrations, 239 pages, all in binder. An invaluable reference tool for authentic restorations and parts hunting. \$70.00 postpaid. Harrison P. Bridge, 40 Yarmouth Road, Chestnut Hill, Mass. 02167.

1927 - 28 Model L, 8 new old stock exhaust valves, \$70.00;
1931 Model K, under dash wiring harness, recent manufacture, \$70.00;
1932-33 Model KB, piston rings, .020 over, missing top ring, \$20.00 set; .040 over, complete set \$45.00; intake and exhaust manifold, manifold crossover, exhaust extension gaskets, \$30.00;
1933-39 Model K, headgaskets, \$80.00 pair; all other engine gaskets, \$43.00; full gasket set, \$120.00; All prices include shipping. Gerald Lettieri, 132 Old Main St. Rocky Hill, Ct. 06067. /

1924 Four passenger sport Phaeton only 600 miles since complete restoration; correct rear trunk with fitted suit cases. Intake manifold and carburetor conversion kit installed. Wind wings; windshield wiper. Priced to sell \$ 47,500.00 Sig Stensland - 4420 Tipseco Lake Road, Milford, Michigan 48042 1-313-887-5482

PARTS:

Re-built generators, original trunk to fit 1922-1924 Phaeton or Touring. Newly re-built Lincoln engin to exchange or to sell. Sig Stensland

1934 Lincoln Dietrich 4 Dr. convertible, beautiful low mileage - 145" WB V-12 with 3 position top and division Window, \$100,000. Negotiable. (Mich.) 313 - 322-0378 wk.days, 313-563-1448 eves. Larry J. Seyfarth, 26056 Deerfield, Dearborn Hts. Mi. 48127.

Used Lincoln parts for sale: 3 prong gas cap insert 8. 2'35 red medal lions, need red paint 25. ea., '35 hub caps 50.ea. '35 grille-shell 150. '35 transmission with f/w 500. '35-40 trunk rack swing-tilt type complete chrome-painted 350. '35-40 trunk rack swing arms 225. '37-40 fenders POR front have S/M wells. Would prefer to sell as set but will sell separately. Have many other '37-40 used parts. Lincoln wheel hub-cone wrenches, double hex on large end, 50. single hex on large end 40. All above plus 10% shipping. Above offer and prices good for 60 days only. H.Kaphingst, 5825 Tower Dr. Woodbury, Minn. 55125 Tel. 612 459 1264

Market

Place

1981
FOR SALE

Drum head lamps # 8481, One pair very good, violet lenses, need only minor plating. 1 Spare Lamp, lens cracked. All 3 lamps \$200.00. No Dealers.
Walter T. Knopf, 96 - 85th St., Brooklyn, N.Y. 11209
phone 1-212-748-6731

1932-'39 Radiator Shutter Thermostats for '32 - '39 newly made by original manufacturer. \$90.00 ea.
Hood side door thermostats for '32 - '39 newly made by original manufacturer, and just a few made. \$190.00 each.

1933-39 Lincoln K Hood corner bumpers, just like the originals, set of four - \$100. Hood center hinge strip, chrome plated brass, as original, 44-5/8" long - \$60.00.
Clips for bottom of license plate, - \$16.00.
All parts Post Paid. Contact Del Beyer, 5646 Pleasant Hill Rd., Hartford, Wi. 53027
Phone: 414 673 2561.

WANTED

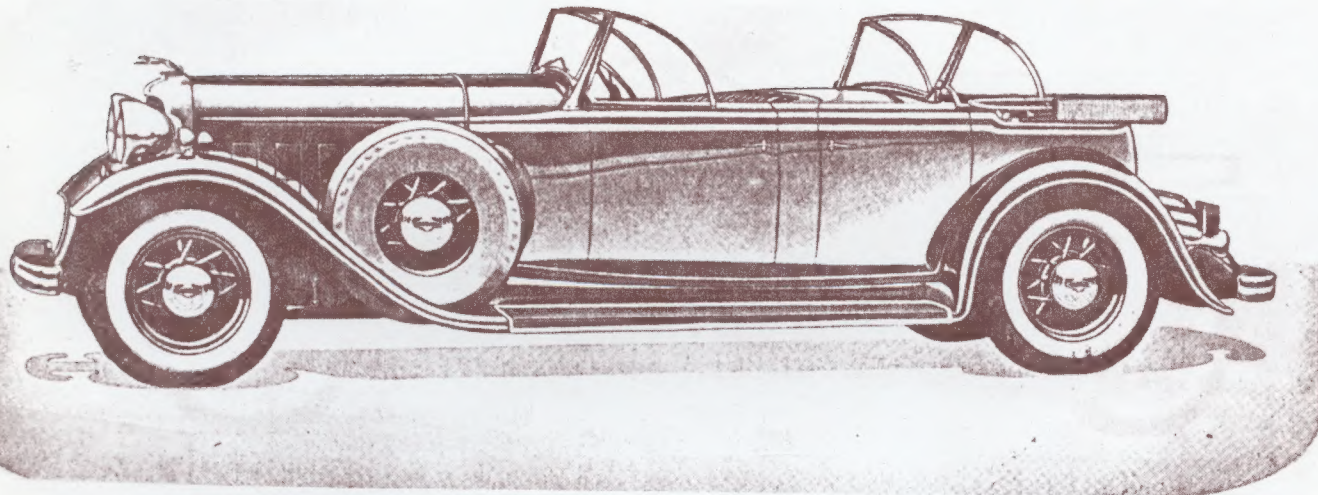
1931 Lincoln running board splash aprons with tool box and tool box cover.
Radiator shutters; Hood Hinge and Hood Hold down latches; Front cover for 1931 air cleaner; Motor splash pans; Luggage Rack Lincoln emblem; One Lebaron body plate tail light lenses.
J.C.Sullivan, P.O. Box 314, Hudson, N.C. 28638 Phone: 704 728 4659.

1935K Brunn body Dash ashtray, 2 plug wire tubes, luggage rack and trim, cigarette lighter, windshield wiper motors and blades, cam gear for distributor drive.
White Post Restorations, White Post, Va. 22663 Phone: 703-837-1140.

- 1929-L Used Upholstering from rear seat & side panels or doors of a 1929 -L '29 Sedan also. The same from a 32 KB Limo. Will buy whole seat upholstery or can use pieces. My upholstery is good except rear seats and side panels need repair. Also need Fuel Pump for a 32 KB. Hubert Franklin, 801 Washington St., Chillicothe, Mo. 64601. Phone, 816-646-4301 816-646-0710
- 1933KB PARTS wanted -- Bumper center bolt - Air cleaner assy., Have perfect '34 or later to trade - Door Lock assy. w/ key - spark plug wire tube support bracket - knob for ignition switch- taillite lenses- bumper bracket covers - right & left engine splash shields J.W.Rodia, P.O. Box 86, Ocotillo, Ca. 92259 714-358-7549 or 7334.
- 1938K Tail light with or without mounting stanchion, license plate holder preferred. Paul J. Loree, 2057 Bush Rd., Grand Island, N.Y. 14072 716 773 3131.
- 1929 L 2 Jump seats and rear seat wanted. Will trade spare tire lock, wheel bearing wrench, oil cap, ash tray with cigar lighter. Derek B. Brown, 10 Lancaster Gate, London W2 3 LM England, 01 723 8877.
- 1929 & 30 Lincolns - 2 very good or NOS 1930 hubcaps; - 2 very good complete running board lights; - set of inside double rear view mirror brackets; - 1 or pair of very good distributor point springs(no cracks); - electric working dash clock, Seth Thomas; - rear seat to chauffer microphone; - any original tools & tool pouch; - handy lamp; - ball & support shaft for engine oil level sight gauge; - original owners manual ; - pair front license plate holder clamps; 2 spring covers (under hood alongside frame) ---- Have some parts to trade. Stan Lempa, 4901 N.Crescent Ave., Norridge, Ill. 60656 Tel. 312 456 0334 evenings.
- 1926 L Judkins convertible coupe type 702 C. Need original Kellogg ahgogah horn & bracket. #L-3162N dome lights, a rear 10 angle wood wheel tire carrier, any tools & correct jack & handle, electro fog generator for mounting on intake manifold, #-4282 gas tank fuel gauge, Houdaille shock absorbers & arms, L-3515 spark control pinion, & L-3516 throttle control pinion, L3513 throttle gear at bottom of steering column, L-3512 Spark control gear, L-8764 drum headlamp tilting mechanisms complete. Veniero Molari, Corso Mediterraneo, 106 10129 Torino Italia.



The Lincoln 12



THE LINCOLN V-12 CYLINDER . . . 4-PASSENGER SPORT PHAETON . . . \$4500 AT DETROIT

In the belief that every Lincoln owner has the unqualified right to the highest type of motoring service, every Lincoln is built to one high aim - it must be the best that can be made. Lincoln has never for any cause countenanced a sacrifice of quality. To fulfill its obligations, every Lincoln is an achievement of advanced engineering, finest tested materials, and methods of construction that are unhurried and precise. The development of this unique Lincoln background has been made possible by the support of the Ford Motor Company. Only from such a source can spring the perfectly balanced qualities found in the V-12 cylinder Lincoln - a motor car striking in beauty, brilliant in performance, strong, safe, and enduring. It is offered in twenty-one custom built and standard body types priced at Detroit from \$4,300, fully equipped.

LINCOLN AD IN THE 1932 OFFICIAL
RACE PROGRAM
INDIANAPOLIS



Season's Greetings